Introduction of more Green Line Services depends upon commuters' demands as well as availability of buses.

(b) During the last six months only 359 trips have been changed into Limited Stop Services on which a flat fare of Rs. 3/- per passenger is charged.

(c) and (d) Ordinary regular routes are also available for those who want to pay ordinary fares. On account of resource constraints, DTC is able to utilise the plan funds only for partial replacement of its overaged buses and hence there is no addition to the fleet. Increase in the number of ordinary buses is therefore not considered possible at present.

Increase in Fares of DTC Buses

386. SHRI RAMDAS AGARWAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of times the fares of DTC were increased during 1989 to 1991 together with their dates and the extent of increase;

(b) what is the extent of increase in fares through green line service introduced now and couple of years ago;

(c) the quantum of losses suffered by DTC during the last three years and the reasons therefor;

(d) what is the strength of its fleet at present and whether Government propose to increase the same; and

(e) what steps Government have taken so far to effect economy in D.T.C. and to improve its services in the capital?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) During the period 1989 to 1991, DTC revised its fare only once, w.e.f. 28-12-91. Details of the revised fares are annexed as Statement (*See* below)

(b) Green Line Services were introduced w.e.f. 22-8-91 at a flat fare of Rs 4/-. No increase has been made in the fares of Green Line Service.

(c) The details of losses suffered by DTC during the last 3 years are:—

Year	Working loss (excluding interest & Depreciation).	Net loss (including interest & Depreciation).
1988-89 . . .	5220·06	9899·32
1989-90 . . .	5686·63	11984·56
1990-91 . . .	11322·63	19748·35

The reasons for losses are:—

(i) Uneconomic fare structure of DTC;

(ii) Rising cost of labour and material inputs;

(iii) Concessions given to students and weaker sections of the society through concessional passes;

(iv) Heavy interest burden on the loans advanced etc.

(d) There is no proposal to increase the fleet of DTC.

(e) Govt is continually monitoring the performance of DTC with a view to increase its productivity and to reduce the cost of operations, enforce economy measures, prevent leakages with a view to increase revenue collection.

Statement

Revised Fare Structure of DTC w.e.f. 28-12-1991

Ordinary Fares (*in paise*)

Present fare stages	Current fare structure	Revised fare structure
0— 6 Kms.	50	100
6—16 Kms.	100	200
16 Kms. and above	150	300

2. The fare for Limited Stop Service may be fixed at Rs. 3/- against the present rate of Rs. 2/- irrespective of distance.

3. Children upto the age of 12 years would be entitled to perform a journey by paying half the fare for different slabs.

4. *Concessional Passes* :

Sl. No.	Particulars	Existing (Rs.)	Revised (Rs.)
1	Student All-route Pass	12.50	No increase
2	Re-settlement colony Passes—		
	Upto 20 Kms.	15.00	30.00
	Over 20 Kms.	25.00	50.00
3	Police Pass	50.00	75.00
4	Press Pass	70.00	100.00
5	General All-route Pass	100.00	150.00
5.	*Special Services:*		
1	Night/Delux, point-to Point/Ltd., Rly. Spl. & P. Services.	2.00	8.00
2	Travel as you please	4.00	5.00
3	Tourist-1st Trip	9.00	15.00
	2nd Trip	7.50	12.00
	Combined	15.00	25.00
4	Palam Coach	10.00	20.00